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TRACK REPAIR LAGS ON KUYBYSHEV SYSTEM -- Gudok, No 137, 16 Nov 49

As of 10 November only 63.4 percent of the year plan for capital repair of track on the Kuybyshev Railroad System had been completed, and only 56.5 percent of the year plan for medium repair had been finished. At a network-wide meeting at the beginning of September the administrators of the Kuybyshev System were reminded of their personal responsibility toward the completion of these plans ahead of schedule. The system administration immediately began to get requests for inspection of repair projects, and much poorly repaired track was approved. One 7.2-kilometer section of track, the 665th to 671st kilometers on the Pechelskiy subsection, was approved in spite of the fact that it had poorly built-up curves, joints not fastened against creeping, large gaps at butts, crooked places, insufficient bolts in fishplates, half-empty ballast pockets, etc. One kilometer of the section had a point rating of over 1,000. Under pressure from the Ministry of Transportation, the system administration inspected the section and decided to put off some of the work still to be done until 1950.

SCORES LABOR CONDITIONS -- Gudok, No 125, 19 Oct 49

An inspection by the All-Union Central Council of Trade Unions has shown that on some railroad systems the rules for safety are being broken and labor legislation is not being followed. The Ministry of Transportation, the separate heads of the main administrations, the heads of the railroad branches and systems, and the heads of line organizations are not maintaining a strict observance of the rules. The directives of the Ministry of Transportation are carried out poorly, and concrete measures in regard to safety required by these directives are implemented exceedingly slowly. The Azerbaydzhan, Southeastern, Northern, Pechora, and South Donets railroad systems are poorly utilizing funds appropriated for labor protection. Locomotive and train crews on many systems have not been put on a normal work system. On some systems work without pay is

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illegally done on Sundays and nonworking hours. Sidorenko, head of the Amur Railroad System, introduced work without pay during nonworking days. The wages which the workers should have received were deposited in the fund for "improvement of sanitary conditions."

The Central Committee of the Railroad Workers' Union is not giving the necessary attention to questions of labor protection and safety. The secretariat of the All-Union Central Council of Trade Unions has called the attention of the Ministry of Transportation to the unsatisfactory condition of labor protection and safety and requested Minister of Transportation Bashchev to take decisive measures.

LENINGRAD SYSTEM LOSES REVENUE -- Gudok, No 130, 30 Oct 49

During the first half of 1949 the Leningrad Railroad System lost 3,630,000 rubles of revenue through failure to charge clients for the full distance traveled by their shipments rather than by the shortest distance possible. Freight charges are usually computed by the shortest distance to be traveled by the shipments. For various reasons, however, it is not always possible to carry the shipment by the shortest route, resulting in a small difference of 1-2 percent between the ton-kilometers paid for and the actual ton-kilometers affected. However, on the Leningrad System this difference is far above the planned amount.

The fundamental reason for the losses of revenue resulting from this excessive difference is the incorrect making up of train papers. Contrary to the rules, temporary lengthening of the routes on many lines is not taken into consideration when the freight charges are computed. Some lines of the Leningrad System are temporarily closed, but the ton-kilometer charges are calculated without taking into account the extra distance that the freight must be carried. This costs the system up to 2 million rubles per year.

Station workers of the systems fail to compute the actual shortest distance rather than the theoretically shortest distance.

To complicate the picture, many trains are delivered from other railroad systems, in particular from the Kalinin System, with train papers showing a train weight lower than it actually is. Also, in many stations, especially Gatchina, Luga, and Batetskaya, there is improper routing of trains.

REPORTS KAZAN' SYSTEM SHORTCOMINGS -- Gudok, No 128, 26 Oct 49

Many enterprises of the Kazan' Railroad System are not meeting their assignments. Layover of freight cars is much above the norm in the stations of Yulino, Murom, and Arzamas. The stations of Kanash, Sergach, and Krasny Uzel are hindering the achievement of daily runs of 500 kilometers on the system. Delay of trains on the approaches to the stations is given as the chief reason for the curtailment of long daily locomotive runs and the inefficient utilization of rolling stock.

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